

Has anyone out there been watching Tenspeed and Brownshoe on TV? It's a series on ABC in which the 2 private detectives are composed of a streetwise guy and a former stockbroker who wants adventure. The former stock broker is an avid Mark Savage fan, constantly reading the books aloud to himself and putting himself in the adventures. Mark Savage is, unfortunately, no resemblance to Doc Savage but instead is a Sam Spade type character. Oh well. The other star of the series is his P.I. partner played by Ben Vereen (a star of ROOTS). It may be off the air by now.

The next doublebook in Bantom's series is THE TIME TERROR (#119, printed as #101) and THE PHARAOH'S CURSE #136 reprinted by Bantom as #102.

The Beatles hold the world's record for most popular records, 26 songs of which were written by John Lennon. He will be missed, along with all the other notables who died in the past 12 months including Peter Sellers, Alfred Hitchcock, Jimmy Durante, Mae West, George Raft, Steve McQueen, Richard Boone, David Jansen, etc.

Nancy Reagan said December 17th that she keeps "a tiny little gun" by her bed for protection (I keep a swordcane with me myself, it cost less than most guns at \$25).

As of December 22nd the Lincoln Tunnel under the Hudson River connecting the metropolitan Manhattan Island with New Jersey (it opened in 1937) in Doc's stomping grounds is another year older. One would suspect that it was the tunnel described in THE GIGGLING GHOSTS.

"Tie a yellow ribbon round the old oak tree" has been recorded over 1000 different times, the best known by Tony Orlando judging by how often that version was played on the radio up til January 20. Speaking of world records, there's a new one for stair climbing: 86 floors in 10 minutes, 59 seconds, at 2 steps at a time in the Empire State Bldg.

The scent put out by a flatfish in the Red Sea sends sharks running and that has the shark repellant exerts at the Navy excited. Who knows? They might be able to synthesize it and have one that works as good as Doc's does.

On the crime beat, some 11 inmates broke out of a London prison and it was so cold outside they turned themselves in.

Will Murray has a new quarterly publication called SKULLDUGGERY which goes for \$10 year. The flyer on it I was sent says it is the semi-pro mystery magazine with a year of success behind it. I will send for the latest issue and report further on it in the next issue of this.

Where is Doc Savage when you need his strength? In Ft. Lauderdale, Florida a 326 lb. defendant got so mad he smashed a table and started coming for the judge - it took 14 Deputies to subdue him. The Yorkshire Ripper (Called himself Jack) has been caught in London when he was stopped with stolen license plates while in California a housewife was beaten with a wood dowel, a fireplace poker, stabbed 8 times with an icepick, and strangled with a phone cord. The teenage murderer confessed on tape recorded in his parents presence at the Police station and he was caught with the evidence yet a judge says he was not warned of his rights when arrested and so may go free.

TERROR FOR THE NAVY by B. Laidlaw

According to newspaper back issues on file at libraries a very significant event took place on September 8, 1923. On that date the worst peacetime disaster in U.S. Navy history took place. Seven modern Navy destroyers which were equipt with modern radio gear smashed into the California coastline at top speed. No explanation was ever proved as to what the cause was and the Captains were automatically found guilty of negligence as the commanding officers in charge.

The modern warships had left San Francisco on a routine sortie from war games off the coast of Washington state to their home port of San Diego California (at the border with Mexico).

Their orders were to run at full speed to check the rate of fuel used. At top speed of around 20 knots, they were expected to complete the trip by the next morning. Visibility started to drop due to light fog at 11:30 a.m. Pigeon Point passed only a mile to port side, far enough for safety but a little closer than estimated by navigators. The destroyer RENO was running better than some and making 30 knots. Too fast, its Captain thought, to be so close to shore so the RENO put further out where they spotted a liferaft.

The RENO stopped its full power run to rescue survivors of the S.S. CUBA, a U.S. Pacific Mail steamer which had just wrecked on San Miguel Island on its way from Panama to San Francisco.

Meanwhile, the other 14 destroyers attempted to navigate the coastline in the patchy fog by dead reckoning and getting bearings from the new radio direction finder station at Point Arguello. The flagship was commanded by Lt. Commander Hunter, who had just finished a stint as an instructor of navigation at Annapolis Naval Academy. His assistant navigator was Lt. (jg) Blodgett, plotting the actual course on charts. At 6:15 p.m. the radio beacon reported that the ship column was on a bearing of 320 degrees, almost right on to Lt. Blodgett's dead reckoning course. The estimation of speed, however, was being estimated at 20 knots by checking the revolution counters on the propeller shafts and there was some fear that the speed might be closer to 17 or 18, which would not put them as far south as assumed. There was no way to doublecheck, however, because only the one radio bearing was coming from Point Arguello, so no pinpoint fix was possible.

Added to this problem was an uncertain current coming from Japan, possibly from the earthquake a week previous. At 8:30 p.m. a bearing from

TERROR FOR THE NAVY continued

Point Arguello put them farther north than dead reckoning so Hunter asked for a reciprocal bearing which came ten minutes later and put them 2 miles closer to the rocks around Point Honda. A 95 degree turn was ordered for 9 p.m. Five minutes after the turn was made the first destroyer "DELPHY" smashed into something, throwing Captain Hunter and the others on board in to the forward bulkhead. It started to sink and the order to abandon ship was given. The next ship in line "S.P.LEE" reversed engines but at eleven yards per second there just wasn't time (the ships were only 13 seconds apart from each other) and at 9:06 the "S.P.LEE" hit a shoal next to the "DELPHY" The "YOUNG" then smashed into a reef. "WOODBURY" tried to avoid hitting "YOUNG" and hit another reef. "NICHOLAS" hit another reef while "FULLER" ran over a submerged point and lost power while taking on water, blotting out its lights. "FARRAGUT" collided with "FULLER" as it had diverted all power to reversing the props and no lights saw it coming.

The "CHAUNCEY" then collided with "YOUNG"s propellers and the holes they slashed brought in gushing water while it drifted toward a reef. The rest of the destroyers ignored the last minute turn order and used emergency speed to avoid the danger.

Of the 8 ships involved only the "FARRAGUT" survived and of the 800 crewmembers on the other seven ships all but 23 were rescued by morning because a Southern Pacific Railroad section chief had seen the search lights from the ships stabbing through the fog and phoned his boss in Lompoc 9 miles away for help. In a five minute period of time all seven had become a total loss.

Only fifteen years before a Southern Pacific passenger train had crashed in the same area and no cause was ever found for the wreck which had taken 36 lives. Anyway, the Commodore of the ships (who was on the flagship "DELPHY") as well as all seven ship captains, was courtmartialed and found guilty of negligence (Lt. Blodgett was not). The seven destroyers had been worth \$13½ million in 1923, they were sold for scrap.

Scientists attributed the accident to weather conditions but the mysterious ocean current changes had been noted by the "S.S.CUBA" Captain before he crashed and they admitted that it was possible that the earthquake in Japan was the possible culprit. Four days later the battleship "TEXAS" almost collided with the "SEA FARER" in the same general area.

Beautiful colors, the mysteries of nature, and the enjoyment of flying are a few elements that balloonist Brian Lawler, a 1975 Graphic Communications graduate, experiences each time he flies his yellow, red and orange hot air balloon, called *Libra III*.

Lawler became interested in ballooning in 1971 while covering the "California Balloon Out" in Cambria for a news story. At that time there were only seven balloons. Today the "California Balloon Out," an annual event in San Luis Obispo County, will be held in February by invitation only, and is expected to attract between 20 to 30 balloons.

In 1974 Lawler received his private pilots certificate by completing ten hours of flying instruction, passing a written exam, and taking an in flight exam administered by an FAA official who asked that Brian take the balloon to 3,000 feet and return to ground safely. A few years later Brian also completed his requirements for the commercial certificate by having 35 instructional flying hours, a second written exam, and passing his second in flight test by flying to 5,000 feet and having a safe return.

Ballooning is the first form of flight in the world. It started in November of 1783 in France and will soon celebrate its 200th birthday. The sport is growing in California as well as the world. In 1971 there were only ten balloons in California and today there are 150 balloons. "The growth is really too fast for the sport. The quality of instruction tends to fall off if there are a lot of people trying to learn to fly and then those people become instructors and the instruction doesn't reach the quality it should," stated Lawler. "A person could learn to fly in ten days but I wouldn't recommend it. You just don't meet enough different experiences to become a good quality pilot if you try to learn in such a short time," added Lawler.

To date this year, Brian has completed 15 flights including trips in California, Oregon, Iowa, Germany and Switzerland, a far cry short of his 53 flights he took in 1979. Brian expects to



fly in New Mexico later this year as well as a possible trip to North Carolina.

The process in preparing a balloon for flight takes a lot less time than one might imagine. With four people Brian can comfortably raise his balloon in a matter of ½ hour. After the balloon is laid out on the ground the first step is to fill the balloon with cold air in order to get it expanded and ready to accept the hot air. Then comes the time when the propane burner is fired up and hot air is blown into the balloon to replace

the cooler air. In a matter of only three minutes the balloon pops up into the air like a towering giant.

To get into ballooning it would cost an individual around \$10,000.00 to \$12,000.00 to buy just the balloon. On the average it runs about \$70.00 per flight plus the cost of a ground vehicle that is needed to chase the balloon wherever it goes. "With a balloon you can't cut corners. There are just certain things that need to be there in order to pass an annual inspection the balloon must go through," commented Lawler.

BALLOONING A HOBBY OF SERENITY

Lawler is also the Editor of *Ballooning Magazine*, the only magazine written on the topic of ballooning in the world. The magazine was started 13 years ago and Lawler is the 5th editor in its history. It is produced at Tin Type Graphics in San Luis Obispo, the establishment that Brian manages, and is published by the Ballooning Federation of America. "Being editor has brought many opportunities to visit different areas of the world and to meet many important people of the world. An example is a trip I took as a guest of

Malcomb Forbes to France where I stayed in 17th Century castles and ballooned all over France," stated Lawler. As editor, people all over the

world want Brian to cover their events.

They pay for his expenses to make sure he gets there and has a pleasant stay. He has been asked to attend an event in Santo Domingo later this year.

Even though there are a lot of competitions in ballooning

Brian doesn't like to compete.

"I can't handle the pressure. I get very nervous about competitions and I don't like to fly when I feel that way," commented Lawler. "Ballooning is a peaceful not a thrilling sport.

It is thrilling in a passive way. The colors are spectacular and there is no wind. You could place a handkerchief on the side of the basket and it won't move," added Lawler. "The only sound you hear is the sound of the burner and that isn't much to disturb the peacefulness of the flight."



The Doc Savage Method of Self-defense

(A new series of explanatory and instructive lessons in means for self-protection and self-protection.)

By KENNETH ROBESON

(Because of the success of the previous lessons in self-training and self-defense, the present series of instruction, has been continued and self-protection, has been continued by Kenneth Robeson, based on the principles followed by Doc Savage. Although these articles are in the form of instructions, they are not meant to be taken literally as a course of instruction, but only as a series of suggestions to be taken into consideration by the student. This presentation has been made to urge upon all readers sincerely that there is no exercise, no diet or physical movement which might cause injury to some one, and that the physical is particularly insisted to.)

XVIII.

The Eyes

No one will argue the fact that speed and deception are an invaluable aid in either the attack or defense. It's not the matter of the swing that counts; it's the speed with which it is delivered and placed. In the same manner, on it means it is not alone your swiftness that it is everything you've got to avoid it, everything before you which brings us to the matter of eyes and their importance in any struggle.

You may say to yourself that one's eyesight must be pretty bad if the way, not see a swarming lot of things like that, or if he cannot see some body shift or movement of his opponent. True, your eyesight would have to be very bad, but you must see such moves, but the point is that it is the speed with which you see those moves that count. If your eyes do not bring you the function of a clear message the very first fraction of a second in which much in defending yourself is disarmed. In fact, you are handicapped in justifying your attack. Even the action of a second may mean the difference between blocking a blow, your slipping one of your own through, or your opponent's open guard while he is attempting to hit you.

There can be no better illustration of the importance of eyes match wherein one than in a boxing match. One who is not successfully closed one eye on his opponent. From that time on, the man with the injured optic is at a distinct disadvantage, and usually at the point of the fight that means a knock-out for the other fellow.

The eye is probably the most delicate organ of the body, and as such it should be protected by every exercise, gently, but not so that it is not advised by a competent practitioner. Certainly you

should follow only the advice of one who is experienced, and who is properly instructed in his profession to suggest the best method of improving the eyes, for the chance of damage is great. The only way you wish to state here is that you can best protect your eyesight by being careful of it at all times.

Do not ever subject your eyes to any excessive strain. If you ever give them a rest, rest up immediately. Do not feel that as long as you do not get a nerve-racking headache, that you have not overworked your eyes. You can quite easily note the tired feeling in your eyes, and if you are smart, you will stop at the first sign of such feeling and give your eyes a rest.

Again, let us caution you against following any advice in regard to eyes which is not approved by your own physician, or by some specialist whom he recommends. You are always the loser if you do otherwise.

XIX.

Jabs

In many cases, the telling punch in a fight is the "knockout" blow. That, of course, is the punch on which they pay off—if you put it over. However, if you do not get the fight to a finish, the winner is decided by the number of blows landed, and their effect. In a rough-and-tumble there is no one to count the blows, but the same rule still holds. The fellow who hits most often, even if all the blows are not as hard, the more likely he is to win.

The important thing to remember about these blows is that each one takes its toll; that while your blow, even if ever so slight, is being made, it serves to prevent your opponent from giving you a telling blow, and makes him realize that you are in a position to

give him even a harder blow at any moment. These "jabs" have a technique all their own. The best way to administer these blows is to have them start from your shoulder, and go either straight out or down. An upward jab is not as effective as a downward one, because you cannot get as much power behind it. Also, when the jab of your fist is in contact with the opponent, and therefore the lower part did the striking. When using the jab, add a slightly twisting motion to your fist.

If you only wish to jab your opponent for the mere sake of hitting on his body, a straight-arm jab will do the trick, but to get the full force behind a jab, put your shoulders and your entire body into it; bear down heavily, and twist at your waist in the direction of the blow so that the entire weight of your body goes into it. Naturally, your effective jab comes when you are stepping forward and your opponent is retreating. If you follow the system of putting everything you can into the jab, you will find that very often it may prove to be the deciding blow for it can carry almost as much dynamic as many blows which require a wider swing.

Because the jab is, to a large extent, an "anonymous" weapon, you must learn to keep your eyes on your opponent as a false bait or to protect your body, or in readiness to strike a telling blow while your opponent is trying to avoid the jab.

This is a good idea in 1918 of 1916

SKY WRITING

ALMOST as common as the sight of an airplane is the sight of a message written in the heavens. Centuries ago that would be the signal for general fear and wonder of all the peoples of the world—probably be considered a sign from Heaven. Today, it is merely part of the advertising game, and is so familiar to people in larger cities, and at great gatherings, that many times you know exactly what the message is going to be even before half of the words are completed. People are familiar with advertising slogans; so they get the start, and then don't bother looking up any more.

Still, it's quite entertaining, and many a person who spends fifteen minutes or more watching the airplane pilot writing across the sky may wonder how it is done. And well may he wonder, for it is much harder than it seems.

First, those letters are much larger than they look. They are almost a mile high, as a rule; sometimes they are a bit smaller. A message of about ten letters, at that rate, takes up about eight miles of space, and in order to write it, the pilot must fly close to a hundred miles, for he has to recross his tracks to form some letters. The letters may seem on the same level to you, but actually each letter is about half a hundred feet higher than the preceding one. This is all done because of danger of having the air currents from the propeller distort the letters.

This sky writing is very much a special line of work. There are only about a dozen skilled pilots doing it, and even the planes used for it are specially constructed. There are fewer of these planes than pilots!

The writing is done about three miles above the earth, and only on a clear day, or when clouds are of such a consistency that the "smoke" can be easily



Browder was in the act of adjusting a headset over his ears when Doc Savage got hold of his neck.

"The causing of unconsciousness by such means is not new. It is, however, quite dangerous in unskilled hands. There was one case recently, at an Atlantic coast bathing resort, of a lifeguard who produced this unconsciousness for amusement, in various victims who agreed to submit. He was not experienced. He held the pressure too long, with the result that his "hypnotism," as he was calling it, became a death. He faced charges of manslaughter.

visible against their background.

Wind seems to make very little difference; it may carry the entire letter more rapidly in one direction than another, but the pilot can adjust his work to the speed of the wind. The "smoke" is of such consistency that wind will not scatter it.

The "smoke," by the way, is not smoke at all. It is a substance made by the heat of the engine acting on a special liquid, which is a secret compound, and it is hurled out by means of a special exhaust pipe. The special formula makes the "smoke" stick together for ten minutes, or even longer.

Surprisingly, this modern novelty was begun as an implement of war. Credit for the work goes to Major John C. Savage, of the British Air Force. He felt that it would be useful as a means of military signaling.

However, it saw no service during the War, probably because it wasn't quite successfully manufactured. After the War, it first was used in England for advertising purposes, then brought over to this country. It is not used here more than anywhere else.

OUTPOST HEROINES

WE'VE often featured here articles about brave men who face danger throughout the world. But now has come to our attention some stories of courage and endurance that few men would care to experience. We are thinking of those heroines in white—the Red Cross nurses of Canada's most isolated outposts.

Year in and year out, throughout the long, bitter-cold winter months, these outpost nurses aid those sick and injured in the wilderness, deliver babies in the absence of doctors, bring in hospital cases that need immediate attention, and do clinical work in barren regions that oftentimes have to be reached via dog sled and snowshoes.

A couple of incidents have caused us to marvel at the stamina of these fearless women. Here's one: A frantic call was relayed in from an isolated region. A man had been stricken with appendicitis, an emergency case. There was no local doctor—no way at all in which to give aid. Could an outpost nurse come and get the man to a hospital?

The nurse did, traveling through the winter's night on a dinky little gas jigger on a single-spur railroad. Bundled in coonskin coat, fur boots and cap, the courageous woman journeyed through a below-zero night in order to reach her helpless victim. The return trip, though, was to be worse.

It seems there was insufficient room on the gas jigger to accommodate the appendicitis victim. It was necessary to make a trailer-stretcher arrangement. On top of this, the man had to be protected against the cold—the sleet and ice that was encountered on the return trip.

Nevertheless, that Red Cross nurse got her victim safely to a hospital and he lives today!

Just another incident in the *daily* routine of a Canadian outpost nurse!

There are now over a hundred nurses working out of forty-three outposts. The nurses go into the solitary regions first, handling all kinds of cases, facing all manner of hardships. Later, perhaps, a doctor is assigned to the district. But usually the nurse has to render first aid, care for the sick and, in the case of those who need hospital aid, see that they are brought safely in for such emergency treatment. One nurse alone was known to have traveled over five hundred miles in a single month—an average of over seventeen miles per day. And this in a winter month!

Dog teams, the railroad gas jiggers, snowshoes, horseback—all manner of travel is used, even to plowing many

1. How fast are the world's fastest elevators?
2. How fast does an elevator have to go to pop most people's ears?
3. What was the American Broadcasting company radio Network known as in the 1930's and 40's?
4. Orson Welles, Bill Johnstone, & Arthur Vinton have what radio series in common?
5. The first Doc Savage adventure was printed in 1933 in New York, and the first Lone Ranger was also heard in 1933. What city?
6. What radio series had Police Commissioner Weston?
7. "The weed of crime bears bitter fruit. Crime does not pay The ??"
8. Why would a man known in history books as High Eagle have been one of Doc's history teachers?
9. Who was the highest U.S. Government official in 1933 who was also an American Indian?
10. How many current states are there in the U.S.A. (not 50)?
11. In 1949 a Federal Grand Jury convicted Elizabeth Gillars of a crime Her nickname is mentioned in Doc Savage Mag. What was it?
12. Smart Harvard lawyers put Al Capone behind bars 11 years on what charge?
13. Who is LAI CHOI SAN better known as to adventure comics fans?
14. Doc Savage Mag. avid readers Jerry Siegel & Joe Shuster created who?
15. With what nation did Hitler ally himself by signing a mutual defense treaty in 1939 on August 24?
16. In 1934 three men rode what 11 miles to set a new world record?
17. The first minimum wage went into effect in October 1938. How much?
18. What was torn down to make way for the Empire State Building?
19. What happened to Amelia Putnam in 1937?
20. What was the name of the rigid airship that disappeared in heavy seas off New Jersey in April 1933?
21. What happened to Britain's Prince of Wales in 1936?
22. What happened to the Ringling Bros. Circus in 1944?
23. Who set a new speed record by flying Los Angeles to N.Y. in 7½ hours (37)?
24. The Japanese ZERO was the most dangerous plane used by them in World War 2, outflying our best fighters. Who designed it?
25. What happened to the MORRO CASTLE in 1934?
26. TWA now stands for TransWorld Airlines What was the old name in 1930?

answers to last Quarterly's questions

1. Morocco
2. Doc's hidden entrance is behind a swing out loading dock according to MIDAS MAN paperback book page 47.
3. On September 8, 1923 near Lompoc California according to SEA CLASSICS.
4. Just across the border in Canada, to train U.S. agents.
5. Due to public outcry there after showing US. made "Holocaust" TV movie.
6. Zsa Zsa Gabor & 7. The Olympics
8. Ogpu
9. GlavPu
10. England
11. England
12. WW2 declared
13. all new nations out of loser nation's given up territory
14. born October 12, 1904 (died March 1959)
15. the Curtis SB2C, the last dive-bomber plane introduced (in 1943)
16. a submarine used in POLAR TREASURE and then impounded by him
17. John Sunlight (name translated from Russian, where he came from)
18. both take place in Indochina, now called Vietnam/Cambodia/Laos.
19. both are puppets
20. The Eiffel Tower
21. The Sears Tower, Chicago
22. northern or Mandarin Chinese
23. English
24. about twenty
25. on July 21, 1958 by the U.S.Navy. It was 403 feet long.
26. the ones in the Sears Tower in Chicago, which travel at 20½ m.p.h.

CLARK SAVAGE SR, RETIRED (continued from last issue)

"The United States, yes."

"You can count on me Sir."

Clark watched him go and was struck again by the feeling of seeing him somewhere before. He continued interviewing prospective deckhands. Behind him on the deck could be seen a cargo net being lowered onto the deck. It looked like enough supplies for a trip around the world, but Clark had plans only to go to New York. It was just that he preferred to be ready for anything this time. One of the recently hired men saved a question on his mind until the hiring was finished, then came up to Clark casually and waited a moment for him to finish writing.

"I noticed a rather large amount of weapons aboard."

Clark, replying in the same evasive, casual manner said, "My last crew was ambushed and wiped out by pirates."

"All killed?"

"Yes. Even...my wife."

The suddenly hurt tone was not lost on the questioner. He waited a moment while Clark gazed out to sea.

"I suppose that's what the deck gun's for."

"Yes. You seem to be very observant."

"I'm not the only one with curiosity. I noticed the First Mate was snooping around in the hold too."

"Really."

The crewman left for the cabins. Clark reflected a moment then crossed the gangplank to shore to complete the arrangements for their departure at dawn. Britain and France were edgy about Germany but Englishmen were still not greeted with open arms here after centuries of hostilities with each other and it would be good to be underway.

At dawn the lines were thrown off and the yacht left the docks. The coal burning engines put out thick black smoke in the early mist and then cleared as the fires reached efficiency. The steam boiler was rather old but it would be replaced soon anyway.

The yacht was only one day out when the First Mate noticed something odd and reported it to Clark.

"I noticed something rather unusual Captain. I was using the telescope and saw a ship apparently following."

"Still there?"

"No, it appeared to stop at the horizon. I assigned a watch on it."

"Good."

Clark showed agreement with the First Mate's actions then motioned him away. Clark was far from unconcerned but had been raised in the strict Victorian era when showing emotions was not done; and a poker face had been helpful in his line of work. He returned to his books. Clark was studying up on a great many subjects for a new line of work - bringing criminals to justice and righting wrongs. That would avenge his wife."

The first thing to be done was to become a naturalized American citizen, then to offer his services to the intelligence service there. If there was going to be world war, then there were a great many things isolated America should know about Europe. Clark had inherited a small fortune from his father but after sending half of it to his father Alex and then buying the "Orion" and then the "Seven Seas", it was somewhat smaller. The books were everything from American history to medical and financial texts.

On the horizon the following the ship was again spotted hugging the horizon. The First Mate made his way to Clark to report it. Clark watched him approach and a strange look passed briefly on his features. He waited for Andrew's report.

"The ship has been spotted again. Same profile. Too far away to make out a flag, assuming there is one."

"Thank you. As you walked up I remembered where I had seen you before. Andrew Bond. Promoted to a top position I suppose and ordered to see if old Clark is sane enough to sell secrets to the enemy."

"Now really Clark, all they wanted to know was how you were doing..."

"Well tell them I'm doing fine," Clark interrupted. "Might even do some work for them. Now if you don't mind, I am very much involved."

Bond made a signal of regret and left. He made his way down to the storeroom. Something bothered him about one of the crewmen who seemed to spend a lot of time near the storeroom at odd times. He was there again as Bond started to turn the passage corner thru the hatchway. Andrew backstepped quickly then peered around the corner. A crewman was doing something in the dark storage area while the second man nervously finished lighting a cigarette. The second man turned toward the door and Andrew pulled his head back out of view.

The two crewmen exchanged words in a foreign language. The lookout peered through the inky dark as the other continued doing something inside near the hull. The lookout peered into the musty air again.

"Snell...Snell."

Bond kept his head back and just listened. The lookout said he thought he heard footsteps. The first man, inside the hold, replied that he was finished anyway. They both were speaking the same guttural language. Bond could speak German and he hid behind a crate in the outer storeroom just as the two furtively made their way out. He waited until their footsteps faded away and then made his way to where the two had been working.

The time bomb there was set for twelve hours using a simple alarm clock and enough dynamite to put a hole in a warship made of steel. He pulled the trigger wire loose from it in such a way that it still looked like it was attached. Then he made his way back above deck. He found Clark already watching the horizon with a telescope. Clark saw him as he approached and turned back to the telescope.

"They seem to be following at a very discreet distance," he said.

"Two men planted a bomb below. They were speaking German."

Clark turned from the telescope in surprise.

"Germans?! Surely they're not still angry about my report on the Zeppelin airship, I hear it was a failure in the testing."

"If they know of your work in Germany or of mine that would be quite enough of an incentive."

"Your work there?"

"I have had some experience. Reported on a German plan to annex the Kingdom of Morocco and parts of Africa. They're even looking toward France."

"And if I was a German military official it would be very suspicious to learn that two of Britain's top agents were together."

"Exactly," Andrew nodded in agreement. "The German Reich is certain of victory in the impending war in my opinion but the Joker in the deck of cards is the United States. No one knows if the President would get involved or if so, on who's side."

Clark considered for a moment, then said, "You disconnected it?"

"The bomb? Of course."

"Reconnect it."

"It may be noisy if it goes off."

"Reconnect it, but to a smokebomb and a realistic sounding small explosive charge. When it goes off make sure you're in the passageway so that you can give the impression that we are sinking; do a lot of shouting about water coming in or whatever. And now..."

(to be continued in the next issue)

No, we should not waste our lives away; we should do all we can; we should work as hard as we possibly can.

and get as far ahead in this world by its own standards as we can. But we should not do it to the detriment of our-

ourselves or of others; we should do it with a logical goal, and feel that every step along the way is worth something, not

In other words, though you may be rightly interested in getting for yourself

and your family the security which money may give you, you should not do it at the expense of the security and

happiness of someone else. There is enough in this world for everyone of us; we should make it a point to share most

of it, instead of trying to grab it all for yourself.


will look back with most pleasure not on the great things you have accomplished for yourself, but on the little

Right now in the ambition of youth.

you probably do not believe that is so. You do not even believe it when men who have reason to know say so—but-

haps not in so many words, but nevertheless that is what they say. If you can't believe it completely, just try to

believe a small part of it; just do a little



HOW TO JOIN
If you are interested in
this, send your name, address, and age to:

DOC SAVAGE MAGAZINE, 79 Seventh Ave., New York 13, N.Y.

Kindly enroll me as a member of DDC
will faithfully abide by the Code of Due Sa
ability.
Name

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* I include 10 cents (cash or stamps) to be shown at the head of the Code of Doc. Ser.

Savage rubber stamp, similar to the embossed

NOT FOR YOURSELF

gging, slaving, smashing everything
their way to gain success.

they even pay no regard to the fact that most of the world's wealthiest men and the latter years of their lives give

their money away, thus showing that they really mean what they say when they tell others not to pay too

...attention to the accumulation of money. What good does it do? It only gives you more headaches in later

So, after spending three-quarters of a

time in a great zeal to accumulate
you spend the last quarter conscientiously
trying to get rid of it—and probably

only regretting all the things that you could have done, for yourself and for others during the years you concentrated

Of course, there are people who go to the other extreme—who take life so easy

that they never accomplish anything for themselves, or for anybody else. . . . It would be pleasant if we could all be like that.

through life without any worries, without any concern for anything or anyone, but any concern in the end someone will take away from you.

care of us. Such a person is not deserving of any praise or credit.

Continued from page 84

The Doc Savage Award



Our Doc Savage Award plan is gaining momentum! Our readers are beginning to find more and more people who really "ought to get a medal" for having performed something useful, whether it be great or small. The range of applications is growing wider. Schools have taken this opportunity to award the excellent medal by selecting the most deserving boy or girl in school, and nominating that person for the award. Fraternal organizations give the award to their oldest members, or those who have served many years in office. Civic organizations also have taken advantage of it. Recreational supervisors have sent in candidates from their list of participants in athletic and handwork contests. Many Boy Scout troops have nominated their leaders. The list grows on and on. Remember, anyone who has done something worth-while, whether big or small, is eligible. There is no obligation on the part of anyone connected with the Award. Applications are entirely free; you need not even buy a copy of this magazine, nor advertising or subscription strings are tied to the Award. Ask for an application blank for someone deserving of the honor; you'll be doing that person a great favor, and feel much better yourself!

AWARDS GIVEN

Following is a further list of winners of the Doc Savage Award. We publish them as soon after awarding the medal as we can. Others will appear next issue.

William Kern, 3905 Spring Grove Ave., Cincinnati, Ohio
Arthur Kerri, Pine Brook, Morris Co., New Jersey
Jerome Seitzer, Alhambra, Illinois
Mrs. Helen Baden, 83 Congress Ave., St. Louis, Missouri
Chief William J. Quinn, Hall of Justice, San Francisco, California
Albert Shayer, Stockton, Kansas
Vincent Thabert, Bayside High School, Bayside, New York
Miss Louise Pittin, 141 Benedict Ave., Newark, Ohio
Miss Jane Jaseg, 112 Oliver Road, Homestead Park, Pennsylvania

Dr. D. M. Weakley, Alabama Boy's Industrial School, Birmingham, Alabama
Frederick H. Hays, Richard Gates School, C. Arnold Smith, Scoutmaster, Troop 12, Huntington, Long Island
Rufus W. Tuttle, Scoutmaster, Orient Point, Long Island
Dr. Leslie L. Youngblood, Augusta, Georgia
Miss George Brown, Aldeo, Illinois
Philip Norick, 1562 Washington Ave., New York
Miss Violet Seckan, 960 Hancock Ave., Bridgeport, Connecticut
Miss Margaret, 362 Danforth St., Portland, Maine

desire to serve humanity. They get a kick out of their jobs. They wouldn't give them up for anything in the world. Yes, we think that there are women up there in Canada who are far more courageous than many men!

NEW DEPTH IN DIVING

USING a new "breathing air" composed of a mixture of helium and oxygen, instead of nitrogen and oxygen, an advanced diving method has recently been perfected in the bureau of construction and repair of the navy department.

As a result, the practicability of diving to depths of at least five hundred feet has been made possible. The bureau's experimental diving unit, making use of the experiments conducted over a period of years, has summarized these results in recent tests and made the new diving depths possible.

"The solubility of helium in fat was determined," the report on the diving analysis apparatus was installed for measuring helium percentages. The body elimination and absorption curves for helium were established.

"A method for determining excess delay in elimination of gases from the body after exposure to pressure was devised. Means of transfer from one gas to another without injury to the divers were developed.

"A method of recticulating helium in the helmet to reduce waste was devised. An electrically heated suit for diving in cold water was developed."

With the development of this new "breathing air," and with the additional help of heated diving suits, men should now be able to accomplish diving feats that have long been hoped for. Wrecks, treasure lying in great depths of water may be reached. Salvage companies surely will find this new "air" helpful. Their divers will be enabled to search sunken ships that have, in the past, been impossible to salvage.

DOC

FEBRUARY

1939

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SAVAGE

A STREET & SMITH PUBLICATION

**THE YELLOW
CLOUD**
COMPLETE NOVEL
AND OTHER STORIES

DOC SAVAGE IS ON THE RIGHT SIDE HERE. THIS ADVENTURE INVOLVED LONG TOM'S portable TV broadcasting equipment & a TV projection system similar to the \$1500 one fairly recently put on the market in 1975

